

MOTION BY SUPERVISORS RIDLEY-THOMAS AND SOLIS

August 18, 2015

Support for Statewide Investment in Highways and Transit Infrastructure

On June 16, 2015, Governor Edmund G. Brown Jr. (Governor) called for a Special Session of the California Legislature to address the repair, maintenance, and efficient operation of the State's highway system. The Governor requested that the California Legislature enact permanent and sustainable funding to maintain and repair the State's transportation infrastructure, improve key trade corridors and complement local infrastructure efforts.

The County of Los Angeles (County) relies on State gas tax revenues from the Highway Users Tax Account to fund on-going operation and maintenance, safety, and capital improvements of critical transportation infrastructure across the region. The County utilizes these funds to oversee and maintain approximately 3,200 miles of roadway infrastructure in the unincorporated areas, as well as more than 1,000 miles of roadway infrastructure in 15 cities that contract with the County. Additionally, with these funds, the County inspects and maintains 246 County-owned bridges within the unincorporated area and operates and maintains 1,828 traffic signals and 8,300 Highway Safety Lights.

In Fiscal Year (FY) 2015-16, the County is projected to receive \$150 million in State gas tax revenue, which reflects a decrease of \$46 million compared to FY 2014-15 and \$59 million below the amount received in FY 2013-14. These drastic funding reductions, over such a short period of time, have impaired the County's ability to sustain even the most basic programs for infrastructure maintenance, repair,

- MORE -

MOTION

SOLIS _____

RIDLEY-THOMAS _____

KUEHL _____

KNABE _____

ANTONOVICH _____

MOTION BY SUPERVISORS RIDLEY-THOMAS AND SOLIS
August 18, 2015
PAGE 2

rehabilitation, and improvement. If the trend of declining gasoline tax revenues continues as projected, the County and other local government agencies will have to curtail operations, maintenance programs and capital improvement projects that will affect adversely the quality of life of County residents.

The 2014 California Statewide Local Streets and Roads Needs Assessment Report found that counties and cities are facing a \$79.3 billion funding shortfall for the maintenance and preservation of the local streets and road system over the next decade. For cities in the County, the funding shortfall exceeds \$19 billion over that same period of time. In unincorporated areas, the deferred maintenance backlog alone is \$1.4 billion, which includes pedestrian, bike, pavement preservation work, bridge repairs and replacements as well as traffic signal improvements.

As part of the Special Session, the California Legislature has introduced and is expected to act on a series of bills relating to the repair, maintenance, and efficient operation of the State's highway and public transit systems. The County should be actively engaged in those discussions in order to ensure that local jurisdictions have the necessary resources needed to maintain and expand the County's transit-related infrastructure.

WE THEREFORE MOVE THAT THE BOARD OF SUPERVISORS:

Instruct the Interim Chief Executive Officer and Los Angeles County's legislative advocates to:

- 1) Support legislation to provide permanent and sustainable funding to maintain and repair the State's transportation infrastructure and local streets and roads;
- 2) Work with members of the Los Angeles County Delegation to ensure that any legislation provides for an equitable funding formula between the State and local governments;
- 3) Support legislation that, consistent with current and historical practices,

MOTION BY SUPERVISORS RIDLEY-THOMAS AND SOLIS
August 18, 2015
PAGE 3

- provides new revenues to local governments via direct subventions for investment in local streets and roads;
- 4) Support legislative proposals aimed at protecting or increasing funding for Los Angeles County public transit system (including bikeway networks) and projects; and
 - 5) Alert and advise the Board of Supervisors:
 - a. Regarding any state legislation that may directly or indirectly conflict with the Metropolitan Transportation Authority's (Metro) pursuit of legislation, including SB767 (DeLeon), that would provide Metro with authority to place a transportation funding measure on a future ballot; and
 - b. Before taking a formal support position on any legislation or statewide proposals to increase taxes or fees.

#

(KK)